

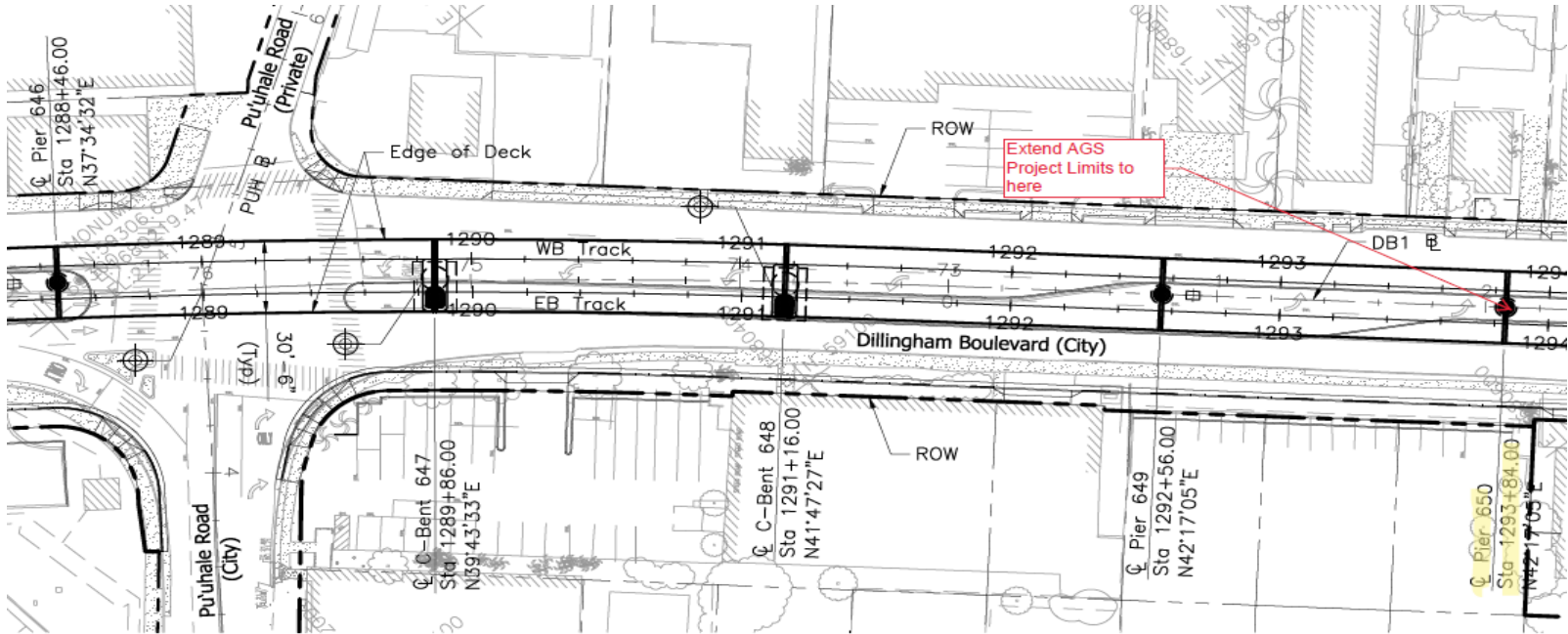


**AGS Project Limits Extension
Contract No. CT-HRT-1600385
Airport Guideway and Stations Design-Build
Contract**

April 16, 2020

Purpose

- Information brief to the Committee regarding potential change order to extend the AGS Project Limits from Pier 636 to Pier 650



Rationale Behind the Change

- **Mitigation strategy for:**
 - Delays in procurement of the P3 Contract.
 - Provide an additional Utility Contractor for the CCUR Contract to help re-deploy resources to other utility relocations within the CCUR Project.
 - Delay claim for the AGS Contract.
 - Potential claims due to conflicting MOT work zones in Area 1A between STG JV (AGS) and Nan (CCUR).

Rationale Behind the Change

(Continued)

- With the advent of COVID-19 (“Coronavirus”) and effect it is having both locally and nationally, the P3 Contract solicitation period is being extended; this change order helps mitigate.
- P3 bidders can now focus on remaining work elements in City Center.
- No additional costs for procurement → scope performed by an existing HART Contract.
- No additional costs for oversight → CE&I services increase for AGS Contract but decrease similarly for P3 Contract.

Rationale Behind the Change

(Continued)

- Rail construction has been deemed essential to our Hawaiian economy, extending the Guideway under the AGS DB Contract provides 'shovel ready' construction work and economic stimulus for our community.
- Construct Middle Street through Pu'uhale Road at earliest time available – in preparation for MSTC Station Opening.
- Allows motoring public alternative routes (i.e. North King Street and Nimitz Highway) that run parallel to Dillingham Boulevard instead of through active construction zone.

Rationale Behind the Change

(Continued)

- Provides an additional Utility Contractor, STG JV, to complete HECO 138kV & 46kV Infrastructure work from Middle Street to just after Pu'uhale Road.
- 138kV and 46kV infrastructure accounts for 35% of total work in Area 1A (2 of 7 utility relocations). Nan can re-focus their resources to clearing remaining obstructions in Area 1A and other utility relocations in City Center.
- One Contractor, STG JV, to complete Guideway/Civil/Utility Work in front of OCCC.

Rationale Behind the Change

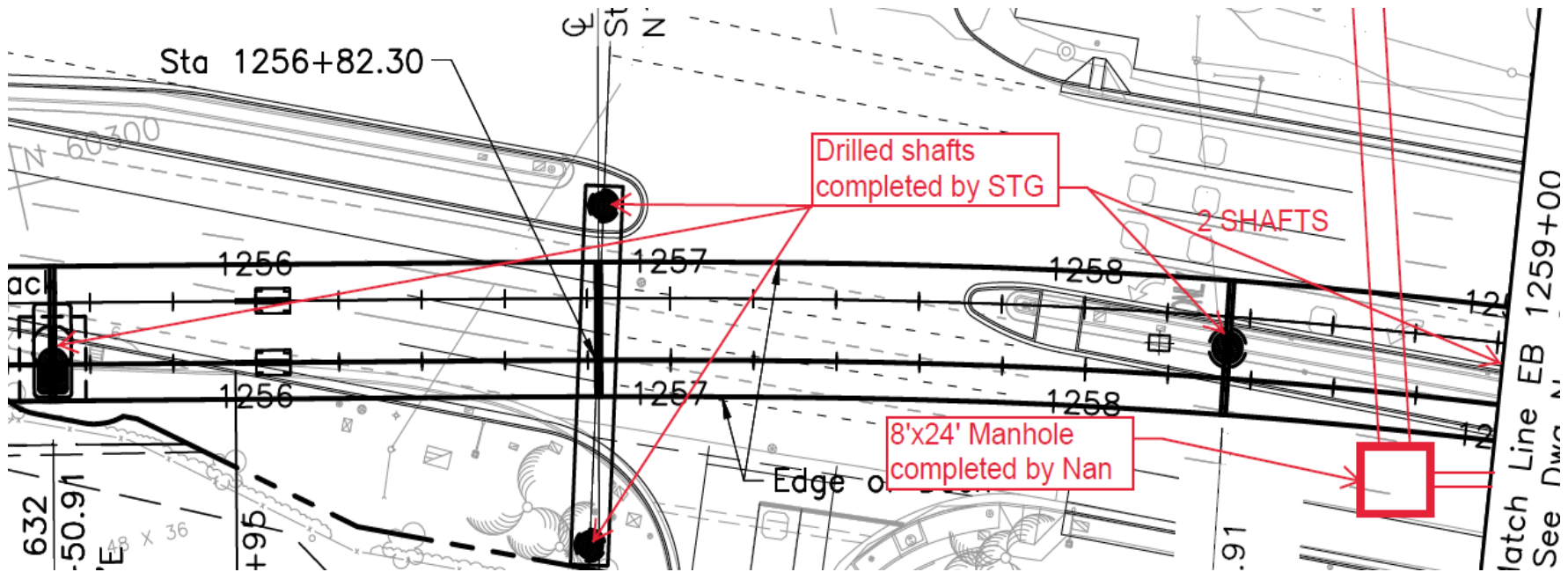
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- **Upcoming work in Area 1A will conflict in July 2020:**
 - A minimum of 1 lane in each direction must always remain open on Dillingham Blvd.
 - STG JV to drill Shafts 632-636, requiring 2 lanes closed on Dillingham Blvd, switching between 2 EB lanes and 1 EB/WB Lane.
 - Nan to install 8' x 24' manhole for 138kV electrical line in EB Lanes of Dillingham Blvd, requiring 2 lanes closed.
 - Nan then needs to trench down Dillingham Blvd for both 46kV and 138kV electrical lines, requiring 2 lanes closed.
- **Mitigates potential delay claims from STG JV and/or Nan**

Rationale Behind the Change

(Continued)

- Drilled Shafts (632-634) & 138kV Manhole Installation on Dillingham Boulevard



AGS Schedule

- STG JV to develop Early Foundations Plan to begin drilling shafts in Q1 2021.
- STG JV schedule currently shows finishing Shaft 636 in September 2020, if no impacts from CCUR were experienced.
- Currently (5) shafts are impacted in Area 1A by 12kV electrical and communication relocations, primarily between Pu‘uhale Road and Mokauea Street.
- STG JV gains the opportunity to focus on completing AGS areas west of Middle Street and allow Nan to finish 12kV and Comm work in 1A ahead of Guideway work mitigating conflict.

CCUR Schedule

- HART to finalize overlap agreement with HECO
 - Allows Guideway construction within the boundaries of existing 46kV & 138kV electrical lines until relocation is completed.
 - Similar agreement for Kamehameha Highway - AGS section
- Nan to re-focus their resources to complete relocations for 12kV and communication lines to clear remaining (5) shaft conflicts in Area 1A by Q2 2021.
- Nan resources can be committed to remaining Areas within CCUR to improve schedule, creating potential advantages for the P3, with STG JV performing utility work in 1A.

P3 Schedule

- Removing Area 1A shaft, column, and Guideway work from the P3 Contract allows bidders to maximize their efforts and efficiency of sequencing their crews.
- Potential new segment erection sequencing for the P3 Contract eliminates 2-months of re-mobilization activities, and associated time and costs.
- New segment sequencing projects each Area completion date from 1-6 months earlier, generating P3 Project float.

Mahalo!

